

COMMUNITY GROUP COMMENTS (CG)

CG1



Rossmoor Homeowners Association
P.O. Box 5058, Rossmoor, California, 90721
(562) 799-1401 www.Rossmoor-RHA.org

July 16, 2012

Smita Deshponde, Branch Chief
Caltrans-District 12
Attn: I-405 DEIR-DEIS Comment Period
2201 Dupont Drive, Suite 200
Irvine, CA 92612

Re: Rossmoor Homeowners Association Response to DEIR-I-405 Improvement Project

Ms. Deshponde:

Rossmoor Homeowners Association Comments and Recommendations on the EIS for the Proposed 405 Freeway Expansion.

This letter is submitted by the Board of Directors of the Rossmoor Homeowners Association to repeat our objection to the Cal Trans proposal to expand the I-405 from the I-605 Freeway to the 73 Freeway and to install toll lanes on the expanded freeway. Our concerns and objections remain unchanged since the revised EIS contains no changes to address our concerns with the previously submitted Cal Trans EIS. We remain greatly concerned with the Cal Trans intransigence on the toll lanes and failure to provide a clear solution to certain traffic congestion problems that the planned configuration will generate.

Further comments on our concerns and objections to the proposed toll lane expansion are contained in the text of the letter we submitted commenting on the first draft of the EIS. We believe that they are of sufficient import to repeat below.

If OCTA's expansion project for the I-405 goes forward, the RHA is deeply troubled by the potential for traffic congestion to occur on the northbound I-405 at the Los Angeles County interface, which would cause a direct and heavy impact on the air quality inside Rossmoor. There appears to be the potential for hundreds of idling cars and trucks congested on the freeway adjacent to

1

CG1 (Continued)

Rossmoor in the late afternoon and early morning, two key periods of the day that could affect residents.

The expanded I-405 proposed by OCTA would have two more lanes inside Orange County than would exist in Los Angeles County with the decrease in capacity occurring within 100 feet or less of our residential neighborhoods'. Moreover, the proposed route lies within 500 feet of Hopkinson Elementary School, a sensitive receptor that was not addressed in the EIR. Section 3.2.6, the air quality analysis for the project, makes no mention of Hopkinson. The EIR identifies other sensitive receptors along the route, but neglects one of west Orange County's largest and most highly regarded schools.

The configuration of Rossmoor has the 405 literally wrapping around the southern tip of the community, exposing residents to one of the greatest environmental impacts anywhere in the project. The OCTA air quality analysis examines carbon monoxide levels in Costa Mesa, but appears to make only estimates near Rossmoor. Similarly, the air toxics analysis did not adequately assess the potential for impacts on Rossmoor, particularly if congestion occurs at the county line.

We believe the air quality impact analysis was inadequate in considering hotspots with elevated levels of particulates, ozone, and other air pollutants that could affect the health and quality of life in Rossmoor.

Rossmoor is a community of both young children and elderly adults, the two most sensitive age groups to air pollution. We are asking that OCTA reexamine the air quality, traffic and noise impacts of the project on Rossmoor, especially its schools, parks and homes, and undertake a thorough and complete consideration of the most effective ways to mitigate those impacts to a level of insignificance.

The RHA requests that OCTA analyze the option of reducing northbound lanes sequentially several miles before the county line. This change would help mitigate the potential for congestion, air quality impacts and the possibility of motorists using surface streets in the Rossmoor-Los Alamitos area to navigate around the chokepoint. If and when Los Angeles County increases the capacity of the I-405 in Long Beach, then the additional lanes of traffic could be opened to the county line.

We are also asking that OCTA conduct a better outreach effort in Rossmoor to elicit input and carry out real dialogue about the project.

The Rossmoor Homeowners Association has represented homeowners living in the unincorporated area of Rossmoor for many decades. Membership in our organization is voluntary, but we have almost 1,200 dues paying homeowners who represent about one-third of the community. The RHA considers satisfactory resolution of traffic and highway issues as one of its important missions in safeguarding the quality of life in Rossmoor. We have long had a traffic committee that works with law enforcement, county public works officials, nearby cities and other agencies to improve safety and transportation in our community.

CG1 (Continued)

We were a key contributor to the redesign of the I-405/I-605 HOV over crossing designs to reduce noise in adjoining residential areas.

The Rossmoor Homeowners Association
Board of Directors
Gary Stewart, President

CG2

Transmitted via email to: 405 Supplemental.Draft.EIR.EIS@parsons.com

August 12, 2013

Ms. Smita Deshpande
Branch Chief – Caltrans District 12
“Attn: 405 SDEIR-DEIS Comment Period”
2201 Dupont Drive, Suite 200
Irvine, CA 92612

RE: I-405 Improvement Project Supplemental Draft Environmental Impact Report/
Environmental Impact Statement

Dear Ms. Deshpande:

Thank you for the opportunity to review the Supplemental Draft EIR/EIS prepared for the proposed I-405 Improvement Project. We appreciate Caltrans and OCTA responding to the City of Long Beach's request that intersections beyond the project area be analyzed for potential impacts as a result of the proposed project.

Los Altos United Methodist Church (LAUMC) is in a unique position, as it is located adjacent to the I-405 and within the Woodruff Avenue Interchange area, as depicted on Figures 3-1 and 5-7 of the SDEIR/EIS. The associated intersection and on- and off-ramps are LOS Worksheets 17, 18 and 19. Given its location, LAUMC is in a position where it could experience significant impacts as a result of the proposed project.

It is worth noting that LAUMC has a past history with Caltrans that dates from the early 1960's, when a portion of LAUMC's property located west of Woodruff Avenue was taken for the construction of the I-405. LAUMC was compensated with a different piece of property located east of Woodruff Avenue. That irregularly shaped, linear parcel could only be used as a parking lot, which is what it continues to function as today.

LAUMC respectfully requests:

- * To be a stakeholder in the process as the proposed mitigation measures, as well as any proposed alternatives to those mitigation measures, are considered for the Woodruff Avenue Interchange area as a result of impacts from the proposed project;
 - * To be a stakeholder in the process for any subsequent Caltrans project that is envisioned and proposed as a result of impacts from the I-405 Improvement Project,
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Email: office@losaltosumc.org • www.losaltosumc.org
- * That Caltrans District 7 be an active participant in considering and weighing the needed solutions that will be identified as a result of impacts from the proposed project;

CG2 (Continued)

- * That Caltrans and OCTA bear the cost of the mitigation measures that are necessary for traffic improvements outside of the project area as a result of the proposed project; } 1 cont.

We would like to thank you again for the opportunity to review the Supplemental Draft EIR/EIS for the I-405 Improvement Project. LAUMC looks forward to participating in the process as Caltrans and OCTA identify solutions to the significant impacts resulting from the proposed project.

Sincerely,



Mark Ulrickson
Senior Pastor

cc: Congressman Alan Lowenthal
47th Congressional District

Mayor Bob Foster
City of Long Beach

Councilwoman Gerrie Schipske
District 5, City of Long Beach

David Roseman
City Traffic Engineer, City of Long Beach

Gateway Cities Council of Governments

RESPONSE TO COMMUNITY GROUPS (CG)

Response to Comment Letter CG1

Comment CG1-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Please see Appendix R1, Responses to Comments CG4-1 through CG4-6 for responses to your comments on the Draft EIR/EIS.

Response to Comment Letter CG2

Comment CG2-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Measure T-10, included in the Supplemental Draft EIR/EIS, indicates that improvements at the intersection of Willow Street and Woodruff Avenue are needed only if Alternative 2 is selected as the Preferred Alternative and that those improvements would be implemented by the City of Long Beach. You have been added to the OCTA database for periodic updates and will be notified by OCTA about progress of the I-405 Improvement Project.

Caltrans District 7 is an active participant in improvements on the State Highway System. The intersection of Willow Street and Woodruff Avenue is a City-owned intersection.

Table 3-10 shows that the intersection of Willow Street and Woodruff Avenue currently operates at Level of Service (LOS) F during the morning peak hour. It is anticipated to continue to operate at LOS F in years 2020 and 2040 during the morning peak hour under the No Build Alternative. Consequently, this intersection is in need of improvement regardless of the I-405 Improvement Project. Under Alternative 2, the I-405 Improvement Project will further deteriorate traffic service at the intersection of Willow Street and Woodruff Avenue, so the I-405 Improvement Project will contribute to the intersection improvements based on its contribution to the traffic growth at the intersection.